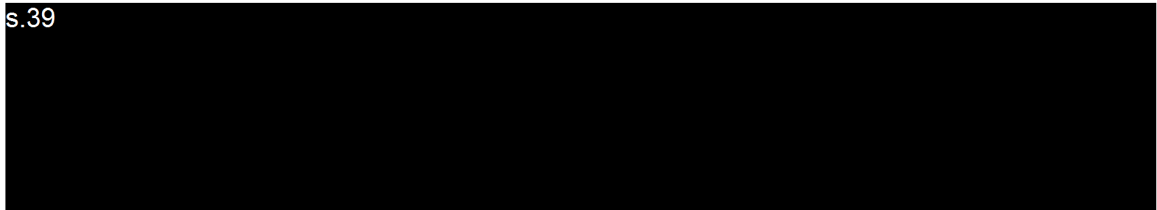


- The Emergency Act is an extraordinary measure and we need to carefully weigh it's continued use considering the high legal bar.
- We have heard from police that the benefits have been clear this weekend in Ottawa – these authorities were a key element in the ongoing success of the efforts to clear the illegal blockage in Ottawa.
 - Clear example is an operational one- the use of tow-trucks
- The situation in Ottawa and around the country remains uncertain and tenuous.
 - The police operations in Ottawa continue and it is fair to assume police need the support of the Emergency Act powers (subject to validation).
 - We are seeing protests continue to pop up at border crossings across the country – we've seen how quickly these can evolve into illegal blockades.
 - The Emergency Act Powers may still be needed there.
- Canada's transportation infrastructure is vulnerable and supply-chains are still in recovery mode.
 - There remains a continued threat of blockades at various critical trade and transportation corridors directly tied to recent events, and there is a need to avoid further economic damage to the Canadian economy

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Background/ Economic Impacts:

- Since January 28, 2022, protests followed by blockades have erupted in various locations across Canada. Of particular concerns for Trade and Transportation Infrastructure have been the following locations:
 - Ambassador Bridge: This key trade crossing handles almost \$400M/day in trade and it was blockaded for 6 days for a trade impact of \$2.4B.
 - Coutts, Alberta: It handles around \$48M/day in trade and it was blockaded for 18 days for a trade impact of \$864M.
 - Emerson, Manitoba: It handles \$73M/day in trade and it was blockaded for 6 days for a trade impact of \$438M.
 - Pacific Highway: It handles around \$81M/day in trade and it was forced to close to 3 days for a trade impact of \$243M.
- The total trade impact since January 28 has been \$3.9B.

[APG]